



Free Flight from the San Francisco Bay Area and Beyond

Oakland Cloud Dusters
807 Inverness Dr.
Milpitas, California 95035
c/o the Editor, Aimee Schroedter
aimee@oceanracer.net

President: Truman Cross
Vice President: David Baker
Treasurer: Aimee Schroedter
Sergeant at Arms: Carl Rambo

October 2007

Monthly Contest

Sun. Oct 21

Mowry Field
½ Coupe & Gollywock

SGMA Fall Contest

Sun. Nov 4

Waegell Field
A Gold & Silver Cup contest

Kids Indoor Contest

Sat. Nov 11

Moreland
Volunteers are needed to help run this event. Contact Lou Young.

Monthly Meeting

Fri. Nov 16
8:00 PM

David & Nathalie Baker
760 Kendall Av, Palo Alto
(650) 493-7238

Elections of Officers, Selection of Banquet location and date

Patterson FAI Invitational

Nov 17-18

Lost Hills
*The last America's Cup at Lost Hills for 2007.
Come fly Nostalgia Wakefield from Sat 0730 to Sun 1330.*

Note: There is NO meeting in October. At the September meeting, the club decided to reduce the number of monthly meetings and to add a picnic/social event in September to kick off Endless October.

CAT Tales

Dave Parsons

The Mowry Cat an aeroelastic OCD catapult glider

Even in the early years it made sense to try and build identical gliders and explore one variable at a time. Also, the habit of building in pairs enhanced the validation of any given result. The signature planform of swept back straight edge lines, along with the three panel wing have remained the mainstays of the "Cat" design throughout its' history. The simple very basic design allows for reasonably accurate replication, which is an important factor in any experimental undertaking.

In retrospect, the rather single minded effort toward the development of a high speed, high altitude capable OCD catapult glider, was always to a degree at the expense of glide duration performance. Now that there exists a means to construct a glider able to utilize the full force of the OCD catapult, priorities can be reshuffled. A better Mowry Cat would be a better glider. To this end, work in progress includes open structure models built primarily of carbon composites, for both OCD catapult and AMA hand held catapult. The expectation is a stronger, lighter airframe with improved airfoils that should translate to better non thermal flight times.

Constructing the Mowry Cat is not unlike building any other glider intended to be launched by the awesome power of the OCD catapult. Because of the high velocity during the first seconds of the launch, alignment of all flight surfaces is critical. Ideally, there should be no warps, intentional or otherwise, no decalage, and no rudder offset. Incidence sufficient for the glide portion of the flight will be introduced by the flexible tailboom as the model slows to glide speed. Glide circle adjustment is accomplished by appropriate wing tip weight and or stab tilt. In order to survive initial testing and inevitable pilot error, the models must be very sturdy. Spruce or the equivalent on the wing leading edge and fibreglassed joints are highly recommended. To succeed over the long term at the Mowry monthlies, there are a few other helpful considerations. Having two or more competitive models available at each contest is a proven advantage. A reliable dethermalizer will keep you in the competition, and at least reduce the amount of time dedicated to chasing. Also along this line is the matter of visibility, especially on the ground. Bright fluorescent accents will significantly reduce the time

spent searching through the waist high weeds.

There is really nothing special about the Mowry Cat wing. The airfoil was borrowed from Curt Stevens hand launched gliders many years ago, and has been changed little since. The wings of both the 70 and 100 square inch Mowry Cats are fashioned from 1/4 inch sheet spliced to achieve the necessary chords. The wing tip panels are not standard, in that the airfoil at the very tip is identical in shape and proportional in thickness to the root chord airfoil. Imagine a typical gas model with the same tapered wing tip shape, and a 45 degree canted rib at the very tip. On the Mowry Cat a small length of triangular stock is used to create the same effect. The wing section is consistent along the entire span.

One critical element of this design is ensuring that the wing and stab are installed with zero decalage. Inverting the model on the work bench and using two small bubble levels is one way to verify this alignment. The model is trimmed to fly with a somewhat forward CG (50-55%) in order to require some small amount of elevator deflection to obtain the optimum glide. This small upward adjustment of the elevator becomes very important during the high speed of the launch, as it is sufficient to cause the tailboom to be deflected downward reducing the effective incidence of the model. As the model slows during its climb the tailboom returns to its original configuration and thereby restores the incidence required to transition and glide. A small adjustment screw is necessary to adjust the elevator deflection for optimum glide at the design CG. Trials at the catapult will determine if this initial adjustment will be correct for achieving the desired climb angle. Once the climb has been dialed in, the glide may have to be retrimmed using nose weight to slightly relocate the CG. The elevator adjustment screw is a nylon 0-80 and the elevator hinge is simply a strip of Monokote. A small dental band serves to provide the pop-up tension.

Special consideration needs to be given to the manner in which the model will be gripped and held during a maximum force launch. The amount of tension generated by the OCD catapult at full extension is definitely an element to be reckoned with. The Mowry Cat has used about every grip configuration possible, none of which easily allowed holding on to the model at maximum catapult extension. This issue was resolved on the most recent Mowry Cats by resorting to the use of a custom mechanical trigger release.

The key element of the fuselage and the models' aeroelasticity is the flexible tapered carbon tailboom. The

Oakland Cloud Dusters

tubes available from Stan Buddenbohm are used exclusively on all Mowry Cats, after determining that they most closely provide the correct amount of flexibility for this application. Nose ballast is built into the fuselage sufficient to give the finished model a CG at 60% of the root chord. The model uses a Badge viscous timer for dethermalization, and on the latest versions the 1.0 mm "Stretch Magic" DT line runs inside the hollow tailboom to the elevator. The best launch trajectories have been achieved with the launch hook located 0.5 in. behind the wing leading edge. The rudder and stabilizer are both fashioned with symmetrical airfoil shapes. For more details, or answers to any questions email

CDP6280@aol.com

Fly fast, high, and glide well.

The 2007 Kibbie Dome Contest

Charles Dorsett

From July 6 to 10 this year there was a great indoor model contest at the Kibbie Dome of the University of Idaho in Moscow, Idaho. It was 5 days flying from 8 in the morning 'til 8 in the evening. Fly any event any time any day. The only rules are that it takes two entrants to make an official event, and that 8 to 9:30 AM is reserved for glider flying only. Oh yes, the eastern end is for the heavier models and the western half is for the lighter, more delicate models.

This year the F1D Team Selection Finals were held here for the Junior and Senior teams. The most significant event for me was that our OCD member **Tim Chang** was determined to be the top F1D flier with a single flight of 34:42, beating Steve Brown, John Kagan, Cezar Banks, Jim Richmond and Doug Schaefer. He was named to the Junior team. He was presented with the OCD club winder that was used by three OCD World Champions in F1D; Bud Romak, Erv Rodemsky, and Joe Biligri.

The teams and their times are:

Senior Team

Jim Richmond	34:39, 33:39	total	68:18
John Kagan	34:13, 33:58	"	68:11
Doug Schaefer	34:01, 33:45	"	67:48

Junior Team

Tim Chang	34:42, 32:59	total	67:41
Ethan Aaron	29:12, 28:02	"	57:14

Limited Pennyplane	Rob Romash	15:13
A-6	Emil Schutzel	9:35
Easy B	Jim Richmond	27:49

October 2007

Easy B 1.2	Bill Leppard	21:35
Mini Stick	Steve Brown	14:26
Pennyplane	Bill Leppard	15:45
35 CM	Bill Leppard	25:46
Baby ROG	Andrew Tagliafico	19:14
Intermediate Stick	Bill Leppard	31:51
Bostonian	Emil Schutzel	4:44
Science Olympiad	Cezar Banks	6:28

Sci. Olympiad Mass Launch	Chris Borland	6:22
Hand Launched Glider	Rob Romash	134.7
Standard Catapult Glider	Tem Johnson	total 184.2
Unlimited Catapult Glider	Tem Johnson	total 180.0

Andrew Tagliafico did a wonderful job organizing, running a glorious contest and providing special, useful prizes.

Chris Borland ran the Team Selection Finals. He did a great job and he appears to have found his niche.

Andrew has announced the dates for this contest for 2008. They are July 6 through 10, the same as this year.

NEWS FROM MOSCOW IDAHO KIBBIE DOME

Lou Young

Timothy Chang (17) of San Jose will represent the US at the Indoor Model Airplane World Championships to be held in October 2008 in Belgrade, Serbia. Tim will be a member of the US Junior team (under 19 years old). The large international class indoor duration airplanes weigh 1.2 grams (less than the weight of a dollar bill) and are powered by a single rubber band that weighs 0.6 gram. The team selection finals at the University of Idaho Kibbie Dome (140 feet ceiling height) were held July 7-9, 2007 over 9 rounds, and both Senior and Junior teams were selected in the competition. Tim Chang's highest single flight time of 34 minutes and 42 seconds was the highest time of the meet, beating the best times of 5 former US world champions. The team selection score is based on the highest total of two flights, and Tim's score of 67 minutes 41 seconds would have placed him on the Senior team had he been competing in that category. The US Junior team will consist of Tim, Ethan Aaron and Molly Neering. Ethan resides in Massachusetts and Molly lives in Michigan. The Senior US team includes eight-time world champion Jim Richmond, former world champion John Kagan, and former

Oakland Cloud Dusters

Junior world Champion Doug Schaefer. A total of 20 contestants signed up for the team selection events.

Tim Chang is a member of the Oakland Cloud Dusters (OCD) model airplane club, one of the oldest (70 years) continuously active clubs in the country. At the Kibbie Dome contest awards ceremony master of ceremonies and OCD member Charles Dorsett of Walnut Creek, CA, in a graceful speech, presented Tim with the specially-made OCD indoor rubber band winder that has been used by three former world champion OCD members. After receiving the winder, Tim could be seen looking at it appreciatively for long periods.

Tim started building model airplanes while a student at the Cupertino School District Miller Middle School in a program sponsored by City of San Jose Parks, Recreation and Neighborhood Services (PRNS). He has tested and perfected his airplanes flying in the Moreland West San Jose Community Center Gym under a program sponsored by the West San Jose Community Center of PRNS. Tim will enter his senior year at Lynbrook High School in the fall. Tim designs his own airplanes and builds them to exacting standards out of balsa wood, very thin plastic film and small amounts of other materials. Working against a tiny spring, his propeller varies the angle of its blades in flight according to the torsion in the rubber band. This feature keeps the airplane from climbing too close to the ceiling where it would possibly be caught on obstructions or damaged.

Two other young San Jose residents and members of the Oakland Cloud Dusters who have benefited from the San Jose program flew at Kibbie Dome in national classes.

Anjaney Kottapalli (17) flew in a class called "Easy B" that is not at all easy, as the entire 100 square inch wing area airplane can weigh as little as 0.3 gram. Anjaney's time of over 15 minutes got him a prize. **Spencer Hanson** (16) won third place in a class called "Penny Plane" with a time of over 14 minutes.

Immediately after the contest Tim left with his family for Taiwan to teach English to young people there, as part of their church outreach.

Another View of Kibbie Dome 2007

Lou Young

One thing **Chuck Dorsett** didn't mention is that he did a great job in presenting the prizes, and I think he must have provided some of them. I greatly appreciated getting a battery-powered soldering iron for second place in

Bostonian. I put it to immediate use at home for one of my students to trim his polymicro covering. Of course my second place resulted from there being only 2 entrants but my old, overweight "Kahma" did a respectable 3:42, and it climbed nearly to the roof for a very satisfying flight.

After the OCD winder was passed around and everyone had a turn (intentional play on word) it finally was returned to Tim Chang. The rest of the evening Tim was seen taking it out of its box and holding it, then placing it reverently back in the box.

I spent most of the time at the contest hanging around the F1D team finals. Tim was cool and collected, even when a fully-wound motor broke and took out the motor stick. He calmly replaced it and did a half-motor test flight of the new rig, then went on for a good official score. I'm sure that Steve Brown's coaching and help with techniques were very important, but Tim did it pretty much on his own. Molly Neering was announced as the third junior team member but there was some concern about her age. I don't know what her status is.

OCD Junior Anjaney Kottapalli competed in EZ-B and had a lot of fun. Andrew gave him generous help. Anj is set to enter MIT in August so he was a little laid back, but got off some respectable flights. His parents believe that model airplanes helped him to get into that great school. OCD Junior Spencer Hanson put up a 14 + minute flight in Pennyplane and beat me in Limited Penny – again. After the contest Spencer spent a couple weeks at the EAA Flight School and brought back a full gigabyte of photos.

I finally got someone to appreciate my whopper-jawed wing on my Ltd Penny. Emil Schutzel was intrigued and asked me about it, so I was inspired to write a short article to supplement the one that Bob Meuser published in the NFFS Digest in January 1973. I have been using Bob's simplified approach to my chordwise asymmetry calculation ever since.

As usual there was a good turnout of OCD members. I hope more of you will attend next year – it's fun to schmooze even if you don't fly. Gene Joshu was there and we heard the story of how he figured out how defeat static electricity to get Y2K2 film off the big roll.

Once again Jean Young helped a lot by gathering food for the teen-agers and timing flights. No birds to rescue this year, however. David Hanson, Spencer's dad, again provided transportation, timing, and adult conversation for the group.

Tim Chang Recognized by SJ City Council

Lou Young



At the September 25 San Jose City Council Meeting Councilman Pete Constant and Mayor Chuck Reed presented **Timothy Chang** a plaque congratulating him on winning a place on the United States Junior Indoor Model Airplane Team to compete for the World Championship. The commendation mentioned that Tim is a member of the Oakland Cloud Dusters, and Councilman Constant mentioned that Tim's best flight was 34 minutes and 42 seconds and that was better than the best flights of 5 US former world champions. The large attendance at the meeting included at least one of the Parks, Recreation and Neighborhood Services people who played a part in maintaining our use of the Moreland Center for development.

Mowry Notes - June 24, 2007

Dick Douglas

The weeds have been mowed! Gone are the low stickers and even the tall green ones. Oh joy.

The June 24 contest started off with a gentle breeze from the East, which quickly changed direction 180 degrees. There were several models lost to thermals. **Bill McConachie** lost his ½-Coupe, **Dick Douglas** lost a hand catapult, and **Mike Palrang** lost his Jimmy Allen Parasol. Mike's model was the same one that landed on the building to the south at the last contest. He got in contact with the building manager, had to go to San Francisco to get it, and repaired the damaged parts. So, the first flight hit a boomer and Mike chased it down the tracks. It was just a tiny white spec when it disappeared.

There were five entries in Hand Catapult. **Bill Vanderbeek** had two maxes and a 52 for a 232 total. **Fred Terzian** was second with 178 followed by **John Allen** and Dick Douglas. Fred Terzian leads in the Critchlow trophy race with 18 points. Bill Vanderbeek has 10, **Dave Parsons** and Dick Douglas have 8, and Jim Boes 7.

Open Rubber had three entries. **Bill McConachie** had three maxes for 270 seconds for first place. Jim Boes was second, and Mike Palrang Allen for. The leader for the Stu Bennet Open Rubber trophy is Bill McConachie with 20 points. John Allen has 14, Jim Boes has 6 and Mike Palrang, 7.

There was a Junior Open Rubber flyer! **Anjaney Kottapalli** put in one flight and then used the model to fly P-30.

P-30 had four entries with **Emile Carles** topping Mike Palrang by four seconds; 257 to 253. Anjaney Kottapalli was third with 214 and John Allen was fourth.

Half-coupe was won by Bill McConachie who only needed his fly-away max to edge out John Allen 90 to 88. Jim Boes was third

John Allen is leading Fred Terzian for the Getsla Trophy with 45 points to Fred's 37. Dave Parsons, Bill McConachie, and Jim Boes are close behind.

Our next contest is July 15 with OCD Catapult and OCD Scale in addition to Open Rubber and HHC.

Mowry Notes - July 15, 2007

Dick Douglas

The July 15 contest started off like the June contest with very gentle and variable breezes. By 10:30 the prevailing SW breeze kicked in, but it, too, was gentle. All enjoyed another magnificent day. Several flyers showed that we haven't seen for a while: **Craig Cusick**, **Scott Jackson**, **Len Kendy**, and **Ding Zarate** put in appearances for the first time this year.

We did have one curious event where **Bill Vanderbeek** picked a thermal and launched into it with his hand catapult glider. That looked good to **Fred Terzian** and he launched into it too. Bill's model came down when the DT popped at 100 seconds, but Fred's kept circling. It went over the railroad tracks, back over the ditch, and landed at 5-min18-sec on the field at the orange fence. Fred was awarded high single flight time of the day, as everyone else seemed to have a DT that worked.

There was a good turn out in Hand Catapult with nine entries. Bill Vanderbeek had three maxes and a 44 time-target for a 314 total. This is only three seconds short of **Dave Parsons'** field record of 317. Fred Terzian was second with 206 followed by Ding Zarate, **Dick Douglas**, and Craig Cusick. Fred Terzian leads in the Critchlow trophy race with 22 points. Bill Vanderbeek has 15, Dick Douglas has 10, and Dave Parsons has 9.

OCD Catapult had four entries although there were several more flyers trying to dial in their ships before they broke or flew away. Dave Parsons came out on top with a time of 211 sec. He competed with a couple of new models featuring built up wings and CF. **Emile Carles** was second and used models with foam wings. (How they survived the launch I don't know.) Emile's first flight hit a boomer and it was out of sight in 3+ minutes. He couldn't get his back-up model trimmed and posted a 98. Craig Cusick fought the pole all day and finished third.

Open Rubber had five entries. **Bill McConachie** had three maxes for 270 seconds for first place. **Harold Davidson** was second with 204, and **John Allen** had 171 for third. **Mike Palrang** and Emile Carles were fourth and fifth. The leader for the Stu Bennet Open Rubber trophy is Bill McConachie with 25 points. John Allen has 17, and **Jim Boes** and Mike Palrang each have 9.

OCD Scale had five entries with Harold Davidson placing first with 189 seconds. John Allen edged out Bill McConachie by two seconds; 153 to 151. Mike Palrang and **Truman Cross** were fourth and fifth.

John Allen is leading Fred Terzian for the Getsla Trophy with 53 points to Fred's 41. Bill McConachie, Dave Parsons, and Jim Boes are close behind.

Our next contest is August 12 with Hand Launch Glider, Mini-Moffett, and the SIG Cub one design, in addition to Open Rubber and HHC.

Mowry Notes - August 12, 2007

Dick Douglas

The August 12 contest started with a breeze from the North that got calmer as the day went on. **Emile Carles** flew early in Open Rubber and set his DT a little long. His model went over the building to the South and landed "safely" in the courtyard between the buildings. There was a substantial fence around the building, ostensibly to keep out the riff-raff since the building is empty, and Emile couldn't get over. At the end of the contest he was looking for ropes and a ladder.

Bill McConachie continued his domination of Open Rubber by placing first among six entries. One flight was seven seconds short of a max which stopped his yearlong string of maxes in this event. **John Allen** was second with 236 seconds and **Mike Palrang** third with 229. Emile Carles and **Ding Zarate** were fourth and fifth. Bill leads in the Stu Bennett Open Rubber trophy with 30 points followed by John Allen with 21, and Mike Palrang with 12.

There were four entries in Mini-Moffett, and Bill McConachie finished on top with a score of 239. Mike Palrang was second with 209, John Allen had 140, and Ding Zarate had 134.

This contest was supposed to feature a one-design SIG Cub event. However, John Allen was the only one with enough skill to complete the model and fly it. His three-flight total was 73 seconds. We'll have this event again at our December 9 sweeper; so if you can't figure out how to build this model, just ask John.

Hand Catapult had only three entries. Toward the end of the contest John Allen was leading **Dick Douglas** 92 to 88 and Ding started flying. Ding's third flight hit some air and drifted over the start of a slow moving train. He picked up more lift over the engine and proceeded over the tracks. You could just make out the model as the cars went by. Then the train stopped and started again which trapped Ding's model on the other side of the train and time running out. He flew an untrimmed back-

Oakland Cloud Dusters

up model and ended up with 92 seconds and a tie for first. Finally, the train moved on and Ding retrieved his model before the end of the contest, but he had no flights left. **Fred Terzian** leads in the Critchlow trophy race with 22 points. **Bill Vanderbeek** has 15, Dick Douglas has 13, and **Dave Parsons** has 9.

The Hand-Launch Glider event was supposed to feature the guys with the new discus-launch gliders: Fred Terzian, **Chinmay Jaju**, and **Robert Belforte**. But, instead of having a Battle of the Behemoths we had a War of the Wimps. There was a lot of groaning and grimacing, and, when it was over, John Allen beat Dick Douglas by one second, 40 to 39. Ding Zarate limped into third with 16.

John Allen gained 22 points in five events is now leading in the Getsla Trophy race with 75 points to Bill McConachie's 48. Fred Terzian, **Dave Parsons**, and **Jim Boes** line up behind Bill.

Our next contest is September 9 with OCD Catapult Glider and P-30 in addition to Open Rubber and HHC. Note that there are only two contests left to decide the Joe Foster P-30 trophy. Current standings have Mike Palrang in first with 6 points, **Harold Davidson** and Emile Carles tied for second with 5 each, John Allen with 4, and **Lynn Price** and **Anjaney Kottapalli** with 3 each.

Mowry Notes - September 9, 2007

Dick Douglas

The September 9 contest featured calm wind and an overcast sky that was still holding some of the smoke from the Lick and Moonlight fires. The haze was high, but persistent, and didn't clear until after noon. It was during the last of the contest that two fly-a-ways occurred. **Fred Terzian** lost his best hand catapult glider when he entered it in OCD Catapult. Two flights and then gone. **Bill McConachie** wound up for his third P-30 flight within a few minutes after Fred's flight and launched into a boomer. It was a white model and it quickly headed for one of the grimy white clouds overhead and disappeared. Nobody saw it DT or come down out of the clouds. After about 2 ½ minutes we gave up.

John Allen scored a Personal Best in Open Rubber with three maxes and a 59 second Time Target flight. His score of 329 ties Bill McConachie's record set last year. Bill was second with three maxes and a 41 second Time Target. **Harold Davidson** was third and **Ding Zarate**

was fourth. **Bill McConachie** leads in the race for the Stu Bennet Open Rubber trophy with 34 points. John Allen is second with 26 points and **Mike Palrang** is third with 12.

Bill McConachie won P-30 with three maxes. Good thing he didn't need a fly-off flight as his model went away on the last max. John Allen and Ding Zarate each dropped 7 seconds and tied for second with 263 seconds. **Jim Boes** was fourth with 237 and Mike Palrang fifth with 234. In all there were ten maxes in this event and lots of good flying for the six who entered. Mike Palrang still leads in the Joe Foster P-30 trophy race. Mike has 9 points to John Allen's 8. Bill McConachie, Harold Davidson, and **Emile Carles** are tied for third with 5 each. There is only one more P-30 contest left (Dec 9) and everyone listed here has a shot at the trophy.

OCD Catapult was again dominated by **Dave Parsons** who scored 216 seconds for first place. Second was Fred Terzian with 137 and third was Emile Carles with 89. Dave is way ahead for the OCD Catapult trophy with 25 points. Second is Emile Carles with 15, and Fred Terzian with 12. Since there is only one more OCD Catapult contest left, the race is over and Dave has won again for his third consecutive year. Congratulations Dave.

Fred Terzian won hand Held Catapult with 254 seconds. **Dick Douglas** was second with 82. Fred now has a substantial lead for the Critchlow Hand Held Catapult trophy with 27 points. Dick Douglas has 17; **Bill Vanderbeek** has 15, John Allen 11, and Dave Parsons 9. Since there are three contests left (15 points) only Dick and Bill have a chance to catch Fred...and not much of a chance at that. However, I'm not ready to concede and Bill isn't either.

John Allen has a substantial lead in the overall Getsla Trophy with 84 points. In second is Bill McConachie with 57; third is Fred Terzian with 50, Mike Palrang with 40, and Dave Parsons with 39. There are lots of points to go with the glider sweeper in November and the rubber sweeper in December, so it isn't over yet. However, John is looking strong to repeat as the Getsla winner.

There haven't been too many entries by Juniors, but Chinmay Jaju leads Anjaney Kottapalli 20 to 13. No other Junior has flown outdoors, which is a requirement. This trophy race is still wide open.

Our next Mowry contest is October 21 and will have Gollywock and ½-Coupe in addition to Open Rubber and Hand Held Catapult.

Dandiflyer/ROG Indoor, June 2007

Dick Douglas

The first indoor contest of the year was held at Moreland on June 10, 2007. This contest had three events, Dandiflyer per the kit for Sr/Open, 17" wing span ROG for Juniors, and beginner Dandiflyer. The contest was poorly attended, especially compared to the 2005 contest where we had 31 entries in Open Dandiflyer. The quality, however, was there as **Lou Young** set a new OCD Dandiflyer record of 218 seconds eclipsing **Hank Cole's** 2005 record of 200 seconds.

In Open Dandiflyer, Lou Young had three flights over 100 seconds each but his best two were 218 seconds. **Gary Hinze** was second with 197, **Dick Douglas** was third with 163, and **Chinmay Jaju** had 64. These scores all represented personal bests for Lou, Gary and Dick.

Chinmay Jaju was the lone entry in 17" ROG.

The beginner Dandiflyer event pitted **Bhaven Toprani** against **Ashwin Balakrishna**. It was close but Bhaven managed the win with 150 seconds.

The next indoor contest will be July 22 and has Junior and Open Pussycat. The doors open at 4:00 PM and goes to 9:00.

Pussycat Indoor; July 2007

Dick Douglas

The second indoor contest of the year was held at Moreland on July 22, 2007. This contest had two events, Pussycat per the kit for Sr/Open, and Pussycat for Juniors. The Pussycat is a Dick Baxter design and is currently being kitted by OCD member **Lee Kirakofe**.

Like last month's Dandiflyer contest, this one was also poorly attended. The quality, again, was there as **Gary Hinze** set a new OCD Pussycat record of 137 seconds for a two-flight total and 70 seconds for a single flight. **Hank Cole** and **Fred Emmert** who tied at 60 seconds set the previous single-flight high time.

In Open Pussycat Gary Hinze had three flights over 65 seconds each but his best two were 137 seconds. Gary's approach was to use a large, long, motor and spend most

of the time cruising and avoiding the ceiling. **Dick Douglas** was second with 115, and **Lou Young** had 105.

There were no Junior entries

The next indoor contest will be August 18 and has Junior and Open OCD Scale. The doors open at 4:00 PM and goes to 9:00.

Scale Indoor Contest, August 2007

Dick Douglas

The third indoor contest of the year was held at Moreland Community Center on August 19, 2007. This contest had two events, OCD Scale for Sr/Open, and OCD Scale for Juniors. Like last month's Pussycat contest and the Dandiflyer contest the month before, this one was also poorly attended.

Mike Palrang put up several good flights with his Hesler Fury and then switched over to his Bleriot VII and his scores improved. His two-flight total was 185 seconds which included two each 5 second ROG Bonus points. **Dick Douglas** flew an old Pietenpol Air Camper and had just gone to a longer rubber motor when the stooge clamp let go and wiped out the tail section. His two-flight total was 52 seconds.

There were no Junior entries

The next indoor contest will be cancelled due to low participation and no defined event.

A Good Start to Endless October

Aimee Schroedter

After a busy work schedule chasing an experiment through our supply chain from Guangzhou China, to Johnson City, Tennessee and finally to Vacaville, California, I was ready for some free time. Marty and I headed to Lost Hills with our camping trailer, motorcycles and flight boxes to the Livotto contest. The conditions on Saturday were windy, and I stopped flying after dropping a second round to preserve my last flyable Wakefield. Sunday was much calmer and warmer, and I opted to enjoy the sunshine, practice picking thermals, and remember how to hook up the timer on my Coupe. We left the trailer and motorcycles on the field in the care of the many international fliers who were staying all week on the field.

Oakland Cloud Dusters

The weekend of the Sierra Cup was looking rainy. It was raining in Milpitas when we left Friday morning. The rain and skies cleared as we got onto I-5. We arrived in time to watch the last round of Coupe, and helped with the fly-offs. It rained most of the evening, but stopped in the early morning hours. The low clouds over the field kept the first round max to 3 minutes. The thermal picking was the most challenging I had experienced. The wind was blowing a constant 3 mph, and the temperature was steady, not fluctuating more than a few tenths of a degree. Our cat tails were of no use. I wound, and waited for a few moments before preparing to launch. Marty made sure I positioned the model correctly to avoid my nasty left-hook. I launched and the model soared away. The glide circle was perfect, and I easily made the max. The clouds continued to lift and the temperatures warmed, but the wind speed and temperatures were a long monotone. The rounds continued with a little over 30 fliers. At each round, and only one or two fliers dropped. At the sixth round, half the field was wound and waiting at their pole position for nearly 20 minutes before the essence of a thermal came through. It was a blizzard of Wakefields and gliders rising over the flight line and heading over the F1C pole positions. A roar of engines erupted as the Wakefields and gliders took off. Soon the power ships are competing for the same airspace as the other models. As I am timing Marty's model, a power model rockets through his boom, fuselage, and wing. The entire model collapses and helicopters to the ground not more than 50 feet from the line. Nearby, the power ship falls into its own pile of pieces. A total of three Wakefield models were struck in this single mass launch. I put up my flight while Marty sets up another plane. With 5 minutes left in the round, he launches for his 6th max. At the end of the 7th round, we realize that we are both in the fly-off along with 12 others. We have 45 minutes to get ready. Now we have a dilemma, as we only have 1 winder and 1 winding stooge. Marty borrows a second stooge. I ask Alex Andriukov if I can borrow a Pireschio winding hook to prepare a second motor for winding, explaining that both Marty and I are a bit short on gear, as we have to share it. Alex looks at his chair and hands me his 3 winding hooks and motor loaders, then he picks up his personal winder and gives it to me. I am totally speechless standing there holding his winder.

The horn sounds and I start winding. It is rather like a regular round with 14 fliers all getting ready. We are assigned a timer and a pole position for the first fly-off of 5 minutes. I am really nervous now, Igor Vivchar is my timer and Marty is at another pole. I just hope I throw the model straight. Out of the corner of my eye, I see Marty launch his model. I am not sure of the air he picked, so I hold on. I hope he comes down the line, but he is con-

centrating on his flight and takes off on the motorcycle. I wait a few more minutes, and launch my model. The release is perfect and several other fliers follow my air pick. My plane gets good altitude and settles into a nice glide circle. I am feeling pretty good. While riding under my model, I ask Bob White to give me some air. He has a powerful presence on the field, and I find myself talking to him quite a bit during contests while out chasing my plane. I easily make the 5 minute max, and head back to the line. Only 5 fliers are moving to the 7 minute fly-off, and I am one of them. 30 minutes to the next fly-off. The temperature and wind are holding steady. The thermals are few and far between. I watch the conditions while waiting for the next round.

The horn blows, and I start winding. As I walk to my pole position, the first gust of wind in the last 20 minutes starts to blow. I now realize there is a pretty big crowd watching me, with Mike Davis yelling "Go NorCal". I tell my timers, that I am going. I launch and am followed by 3 other fliers. It is a repeat of the last round. I settle into a slow glide, and hit the ground at 6:04. Good enough for second place. First place went to Elmer Nelson, who found the only thermal and made the 7 minute max. The Sierra Cup organizers have replaced the dust collecting silver bowls and plates with really cool gold, silver and bronze medals.



Meeting Minutes, June 15, 2007

The meeting was opened by President Truman Cross @ 8:30 PM. The meeting host was Dick Douglas. There were four OCD members in attendance

Visitors. None.

Minutes. The previous meeting minutes were approved as published.

Treasurer's report. The treasurer was in attendance, so we had a report. The club subsidized the banquet by about \$3800, but we knew that going in. There is still enough in the treasury for another couple of banquets.

Old Business Not a lot of old business. However we did discover that we had one thing in common besides models...we had a general dislike for DeGaul international airport. Truman recently vacationed in France, Aimee visited on business, and I was there due to an airline personnel strike in South Africa. // The June 10 Dandiflyer contest was poorly attended with only three Open flyers. Lou Young, however, set a new OCD record of 218 seconds eclipsing Hank Cole's 200 seconds. Dick Douglas had a personal best of 163 seconds.

New Business. Tomorrow, June 16, will be the second NCFFC contest this year. // The next Mowry contest will be June 24, and have Hand Catapult, Open Rubber, P-30, and ½-Coupe. // Truman Cross proposed a one-design Sig Cub for Mowry. It will be August 12. The rules were published, but the highlights are: model must ROG, use a plastic freewheeling prop, and use the planform. Substitutions for wood, covering material, or provisions for DT may be made.

Break. A meeting break was held at about 9:30 PM.

Show and Tell. None

Adjourned. The meeting was adjourned at 9:45 PM.

Submitted by Dick Douglas, southern scribe.

Schedule of Events

Mowry Small Field Events, 2007

The Oakland Cloud Duster's monthly contest is held at Mowry field on the corner of Mowry Blvd and Cherry Street in Fremont. You enter the field by driving past the soccer field parking lot until just before the railroad tracks, continue

to drive South parallel to the railroad tracks (through the dirt, which gets a bit interesting when it is muddy).

2007 Date	Glider Events				Rubber Events				
	OCD Cat	HH Cat	HL Glide	Open Rubber	P-30	Mini Mof	Golly wock	OCD Scale	½ Coupe
Oct 21		✱		✱			✱		✱
Nov 18	✱	✱	✱	✱					
Dec 9		✱		✱	✱	✱	✱	✱	✱

The rules ...

- A. Contests will begin at 8:30 AM and end at 12:30 PM.
- B. Entry fee is \$0.25 per round, unlimited re-entry allowed. High time in each event takes the Kitty.
- C. Two formats for wind conditions:
 1. Light or no wind: Three ninety-second maxes. If tied due to maxout, then the tiebreaker is a one-minute precision flight. The flier closest to one minute wins the event. (For record-keeping purposes, flyoff time up to 60 seconds is added to the flyer's total. If the flyoff time exceeds 60 seconds, the time exceeding 60 seconds is subtracted from 60 seconds and the difference is added to the flyer's total. Flyoff time exceeding 120 seconds counts as 0 (zero).)
 2. Significant drift: Scratch contest or three one-minute maxes. Tiebreaker as in C1.
- D. Points will be awarded for each event:
 1. First place is 5 points, Second place is 4 points, third place is 3 points, fourth place is 2 points, and all other places are 1 point. DNF listed, but no points are given.
 2. At the end of the year, the flier with the highest point total wins the Small Field Champion title and receives the Walt Getsla trophy. Juniors win the Junior Small Field trophy.
- E. Mini-Moffett: Rules are the same as the regular AMA Moffett except that the total wing and stabilizer area can be no greater than 150 sq. in. (as viewed from above) with negative or positive dihedral in either. This model class is approximately 75% of the area of a regular Moffett.
- F. Open Rubber: Any design rubber-powered model with a wing-span thirty inches or less (projected) is eligible.
- G. OCD Catapult Glider: This is a non-AMA class originating at the California State Fair in 1937 and traditionally flown by the OCD since then. Rules allow a glider of any dimension and weight with a securely mounted launching hook to take the stress of up to 20 pounds of linear thrust generated by eight thirty-inch strands of ¼" rubber. A round is composed of six consecutive flights. Unlimited reentry is allowed. Each re-entry starts a new round of six flights. In the event of three consecutive max flights, the flier may fly one or more time-target flights provided the last max is not the sixth flight. Winner is the flier with the highest total of three **consecutive** flights (plus flyoff flight) from any single round. The OCD member with the highest total from the Mowry contests wins the OCD Catapult Glider Championship Trophy for the current year.
- H. ½ Coupe: The airframe weight can be no less than 35 grams and the motor weight cannot exceed 5 grams.
- I. OCD Scale: A model that is fashioned after a "real" airplane or looks like it could have been fashioned after a real airplane. Rubber enclosed in fuselage. No scale points are awarded. Flying per C above.

Oakland Cloud Dusters

- J. Fuse DTs are not permitted.
- K. All flight times count. There is no provision for a minimum time for an attempt.
- L. Fly one - time one, so bring your stopwatch.

Moreland Indoors Events

CD: George Xenakis and Lou Young

Every Sunday Evening, 6:00 to 8:00 PM

Moreland Community Center
1850 Fallbrook Av, San Jose
408-871-3820

Indoor model airplane flying in the Moreland Community Center Gym on Sunday from 6 to 8 PM, later if enough people want to fly. The address is 1850 Fallbrook Avenue in San Jose, 95130. Fallbrook is off Campbell Avenue, between Saratoga Avenue and San Tomas Expressway. Flyers over 18 pay \$6 and flyers 18 or under pay \$3. There is no charge for non-flying observers or class members.

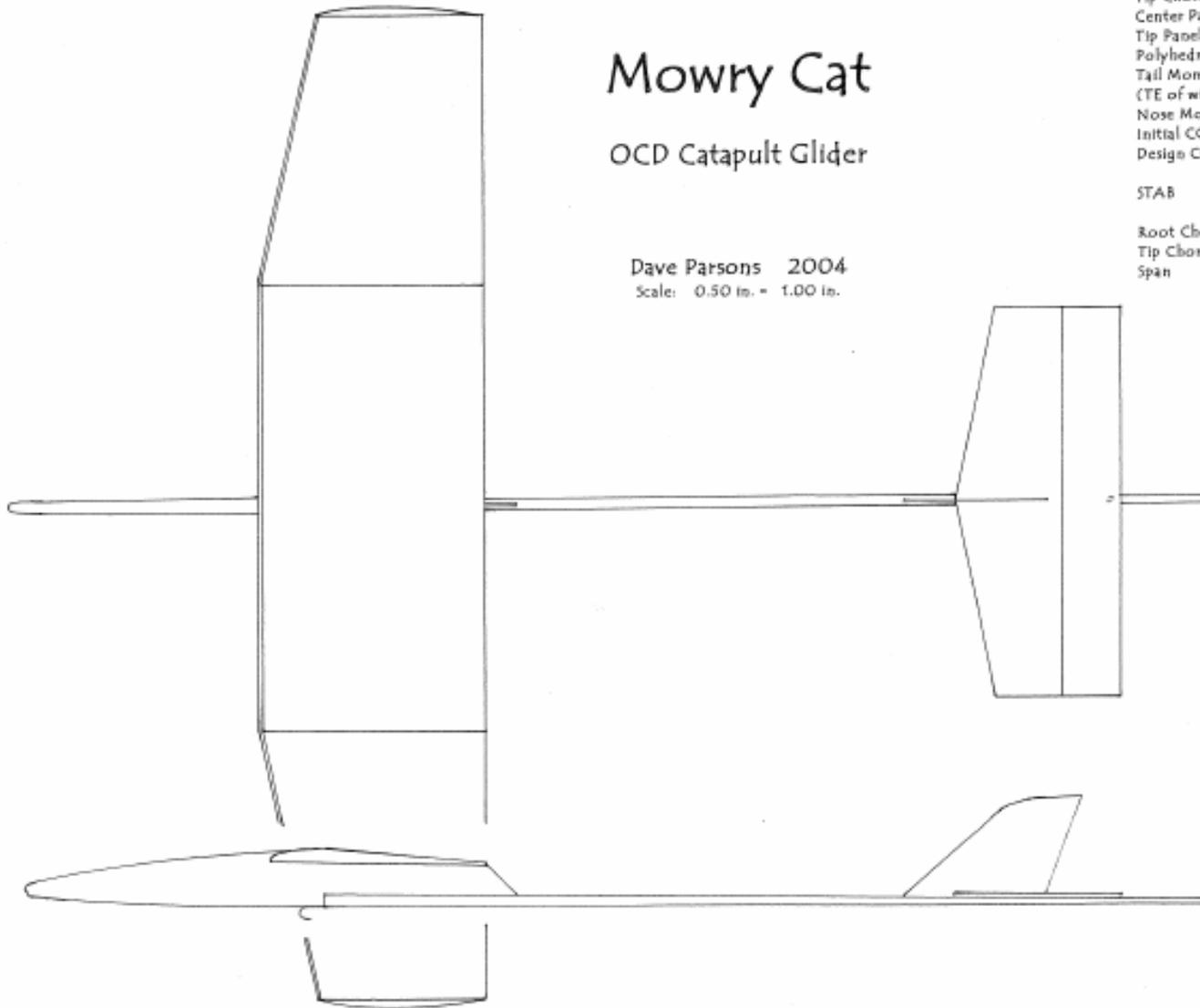
Monthly Meetings

The number of club meetings has been reduced to 4/year. The number of social events has been increased with the addition of a September afternoon picnic/social

Date	Location	Topic
Oct 19	Truman Cross, Palo Alto	
Nov 16	David Baker, Palo Alto	Plan banquet, elect officers
Jan 18	Aimee & Marty Schroedter, Milpitas	Set calendar, plan upcoming year
Feb 23 (hold)	Banquet (tentative date)	Award trophies, recap year, socialize
Mar 21		Plan NorCal contest (Apr 26-27)
May 16		Recap NorCal
Sep 20 (hold)		Saturday afternoon picnic/social
Nov 21		Plan banquet, elect officers

Other Events

Date	Event	Cup	Location	Contact Information
Oct 27-28	South West FAI Challenge	A	Boulder City, NV	Bill Booth, Jr 760 757-7677 booth@boothsuarez.com
Nov 3-4	SCAMPS Annual		Lost Hills	Ted Firster 951 776-4971 civiboy31@aol.com
Nov 4	Fall Contest	G&S, N	Waegell Field	Dick Myers 209 834-1767 dickbarb@comcast.net
Nov 11	Kids Indoor Contest		Moreland	
Nov 17-18	Patterson FAI Challenge	A	Lost Hills	Hector Diez 661 834-1063 h10auto@aol.com
Dec 8-9	Arizona FF Champs	A, N	Eloy	John Nystedt 480 657-9824 k7in@cox.net
Dec 29-31	King Orange International	A, N	Palm Bay	Bill Barr 321 725-5063 bdbarr@strato.net
Jan 19-20	SW Regionals	A	Eloy	
Feb 9-10	Isaacson	A	Lost Hills	
Feb 15-17	MaxMen, Bob White Memorial	A, W	Lost Hills	George Batiuk
Mar 15-16	SCAT Annual	A	Lost Hills	
Apr 26-27	Nor-Cal	A, N	Waegell Field	
May 23-25	Big AI's & USFFC	A, N	Lost Hills	
Jul 4-6	MMM 14 Rounder	A	Denver, CO	
Jul 6 -10	Indoor Flying		Kibbie Dome, ID	
Aug 30-Sep 1	Dynasty Cup		Denver, CO	
Oct 4-5	Livotto	A	Lost Hills	
Oct 11-14	US World Team Trials		Lost Hills	
Oct 18-19	Sierra Cup	A, W	Lost Hills	
Nov 15-16	Patterson FAI Challenge	A	Lost Hills	
Dec 28-30	King Orange International	A, N	Palm Bay	



Mowry Cat

OCD Catapult Glider

Dave Parsons 2004
 Scale: 0.50 in. = 1.00 in.

WING	70 sq. in.	100 sq. in.
Root Chord	4.06	5.00
Tip Chord	3.06	3.75
Center Panel Span	8.00	10.00
Tip Panel Span	5.0	6.00
Polyhedral each tip	2.0	2.50
Tail Moment (TE of wing to LE of stab)	8.5	10.50
Nose Moment	4.25	5.25
Initial CG	60%	60%
Design CG	50-55%	50-55%
STAB		
Root Chord	3.10	3.25
Tip Chord	2.25	2.40
Span	7.00	8.00